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[a1351]

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The Daily Press.

HONGKONG, AUGUST 2nd, 1911.

The physical value of sport is recognised in almost every land, but its ethical value is not often considered, and its political importance is hardly ever reckoned at all. Who can read the news of the triumph of a Bengali football team over a crack British military team in India the other day, with its absence of racialism, without realising that something has happened which draws attention to the influences at work throughout the world, influences which in spite of racial prejudice make for a better understanding between the peoples of every clime? The event in itself is almost startling. Few of us in this part of the world, and still fewer at home, imagined the Bengalis as sufficiently robust to succeed in a vigorous game like football, but the training of the British Army, with its sporting instincts, has "licked into shape" such unpromising material that a Bengali football eleven has defeated the 2nd East Yorkshires and won the Association Football Shield. Thus the Bengalis have proved themselves not only equal to but superior to most of the British teams in that part of the Dependency, a performance which is worthy of the prominence given to it. It is indeed historical. The triumph is one which redounds to the credit of victor and vanquished. It demonstrates afresh that Britons "play the game." There is nothing new or surprising in the pupil surpassing the teacher. It occurs every day, and it happens in sport as frequently as in any other form of activity. England has given cricket to the world, and has had to acknowledge that she can learn

from some of those whom she has taught. Continental and Colonial rugby teams have gone to the land where the game originated and beaten its best exponents. The same is true of football. Scotland is supposed to be the original home of football, and now her players find themselves hard put to maintain the national reputation against the players from the other countries of the Empire. In golf it is the same. Scotland finds herself compelled to acknowledge defeat at the hands of golfers from other lands. Still, that is the Anglo-Saxon characteristic. A Japanese baseball team, we notice, has just returned from a successful tour in the United States—the home of baseball—having won 22 games and lost 15. The British and Americans are ever ready to teach other people all that they know themselves. They may be called fools for their pains, but they continue to do it. They derive their pleasure from seeing all have equal chances in sport as well as in trade and commerce. They believe in a fair field and no favour. Nothing promotes that sense of fair-play like sport, and the fact that men of all nations are willing to sink differences and place themselves on an equality with others in sporting activities represents a degree of progress in internationalism that must be regarded very hopefully. It is one of the agencies working for the greater unity of mankind, and as a factor in politics should not be overlooked. The victory of the Bengalis is a case in point. The thousands of Indian spectators who rejoiced at the success of their compatriots proved themselves true sportsmen. They cheered the losers. No feeling of racialism was noted. Does not that indicate that the British policy of playing the game has its own reward? The tour of the all-Indian cricket team in England has also assisted in creating a good feeling between the natives of India and the British people. It is comforting to think that we in Hongkong despite our faults, do not fail in maintaining the sporting traditions of the race. In aquatic men of various races compete in friendly rivalry. In cricket we welcome Chinese and Parsees. Football opens its ranks to all comers. Lawn tennis does not recognise differences of race, and in the league competition just concluded Portuguese, Chinese and Parsees have taken part. In hockey we have seen the honours go to Indian native teams. Boxing, too, is not restricted to the white races, and it is noteworthy that one of the local exponents of the game is an Indian. When these encounters here, it is remarkable that they encourage one of their own coloured fighters against a white man. This is only as it should be, and we can imagine that the growth of international competitions, a development of which is the Olympic Games held every four years in different parts of Europe, will tend, not only to physical fitness, but to the exercise of those qualities of restraint, courtesy, and sense of fairness which should characterise the true gentleman and the true sport. The Briton is regarded as the highest type of a sportsman, and if his sporting ideals are embraced by other nationalities, and possibly improved by them, he may be congratulated in the years to come on having contributed to that good fellowship on which all hope must be based of a peaceful federation of the world.

The plague roll for the season now stands at 243. Two fresh cases were reported yesterday.

Three geese and \$500 worth of tarpaulin were stolen from the steamer *Dunedin* on Tuesday.

The dead body of a Chinese male, about 50 years of age, was found lying in Queen's street on Tuesday, and removed to the mortuary.

The engagement is announced of Miss E. M. Vipon, daughter of the late Captain Vipon, of Jardine, Matheson & Co., to Mr. Thomas F. Buchanan, of the National Bible Society of Scotland Mission Press.

Lady Lugard when the last mail left Japan was staying in Yokohama. Her maid, as the result of a richa accident in Kyoto, recently severely injured her knee, and is at present under the care of Dr. Munro.

At the Magistracy yesterday Mr. Wood fined the keeper of an opium den at Canton Road, Kowloon, \$150 or six weeks' imprisonment, and 13 men who were found smoking on the premises were fined \$2 each.

An Indian assistant warden from Victoria Gaol was charged before Mr. Hazell at the Magistracy yesterday with stealing a blanket, the property of the prison authorities. Defendant was remanded until Saturday.

A Chinese who returned from banishment for the third time was charged before Mr. Hazell at the Magistracy yesterday. The offence was proved and the defendant was sentenced to imprisonment for one year and four hours' stocks.

Mr. Moo Cheung sends us specimens of capital photographs of the ceremony of Trooping the Colour by the 1st Bn. King's Own Yorkshire Light Infantry on Tuesday. The large photograph is particularly good. Mr. A. Fong also sends some capital pictures of the ceremony.

A portrait in oils of H.E. the Governor, presented to Queen's College by the late Sir H. N. Mody, is to be unveiled by the Headmaster on Saturday morning.

The typhoon warning from the Manila Observatory yesterday morning said a typhoon was W. of Balintang Channel moving W.N.W. The black signal was hoisted about five o'clock last night.

Among the Society Notes in a recent issue of the *Washington Post* the interesting announcement is made of the forthcoming marriage of the widow of the late John Goodnow to Mr. Lars Andersen, of Messrs. Mustard & Co., at present on leave in America.

The owner of a Chinese fishing boat was fined \$50 by Mr. Hazell at the Magistracy yesterday for being in unlawful possession of seven bags of coal. The defendant said he had dragged the coal from the harbour, but the appearance of the fuel caused his Worship to disbelieve the statement.

A summons was mentioned before Mr. Wood at the Magistracy yesterday in which Inspector Combs of the Sanitary Department is the complainant and the *Wo Fat* firm, of No. 4, Victoria Street, the defendants. The firm were charged with having in their possession 67 tins of unwholesome food, and the case was adjourned for a week.

The death is announced of Mr. Leopold Tallieu, aged 71, at Lausanne. He was one of China's old hands, having come out in the 60's; and is the brother-in-law of Mr. J. Travers-Smith, of Tientsin, now the head of the firm of Tallieu & Co., started by the deceased. He also was the proprietor of the then only hotel in Peking for many years, and was greatly esteemed for his kindness and liberality by all who knew him.

Several officers of the British cruiser *Kent*, now in Yokohama, were the guests recently of Rear-Admiral Takarabe, Vice-Minister of the Navy, and eleven officers of the Naval Department, at an *ayu* fishing party on the Tamagawa, and also witnessed a display of oarman fishing. In the evening the party proceeded to Baron Den's villa, in the vicinity of the river, where they were entertained at dinner served in Japanese style.

Viceroys Chao Erh sun proposes to organise a mile-post system in each of the Three Eastern Provinces. In Fengtien Province, says the *Manchuria Daily News*, the Viceregal Yamen at Mukden will be made the centre from which the distances to the other cities, towns and villages in that Province are to be measured, and mile-posts giving the distances will be erected in all those places. Kirin and Heilungkiang Provinces are to have the city of Kirin and Harbin for their respective centres.

A little singing-bird of Hongkong. Some time on Tuesday the bird flew through an open window into a house, and was captured by the daughter of the tenant. Subsequently it escaped, and flew into a neighbour's house. The mistress of the girl was so great that her father went in search of the bird. His failure to ask permission to enter his neighbour's house, however, brought about a quarrel, the upshot of which was that the neighbour was charged before Mr. Hazell at the Magistracy yesterday with assault, and ordered to pay a fine of \$10.

Mr. George Hay, who for a number of years was in the service of the Nippon Yusen Kaisha, and for some years in command, died at Yokohama on the 25th ult. Deceased, who was sixty-nine years of age, was born in Glasgow, and came to Japan about forty years ago for the *Unji Kaisha*, and when that company was merged in the N.Y.K. Captain Hay transferred his service, remaining with the Company for a number of years. Prior to the China-Japan War he had left the N.Y.K., but rejoined on the outbreak of hostilities and served through the war on transport service. In later years he has lived in practical seclusion, and has been in indifferent health. He leaves a son and two daughters to mourn his loss.

Admiral Count Togo, O.M., has been unanimously elected an honorary Knight Vice-President of the Knights of the Round Table Club. Admiral Togo gave a dinner at Claridge's Hotel to his English and American friends recently. Among the guests were Lord Redesdale, Admiral of the Fleet Sir Arthur Wilson, Admiral of the Fleet Sir Edward Seymour, the Japanese Ambassador, Admiral Sir Archibald Douglas, Admiral Sir Arthur Moore, General Sir Ian Hamilton, Admiral Sir Cyprian Bridge, Admiral of the Fleet Sir General Noel, Rear-Admiral Dundas of Dundas, Admiral the Hon. Sir H. Lambton, Mr. Laslo, Sir Philip Watts, Captain Barker, Captain Young, Commander Tawaguchi, Commander Saito, Captain Kato, Ordnance Engineer Yoshida, Commander Masaki, Mr. Copel, Engineer Commander Masui, and Mr. Shibata.

THE BOATBUILDERS' STRIKE.

Further information concerning the recent strike of boatbuilders at Aberdeen was disclosed before Mr. Wood at the Magistracy yesterday, when the two men arrested were charged with leading the strike. Evidence disclosed the fact that there was an agreement by which the masters contracted to pay thirty cents on every \$100 contract to a sick and accident fund. When demand was made for this money it was refused, and thus the strike was brought about.

His Worship discharged the men and advised them to return to work, remarking that if their grievances were not righted they could petition the Registrar-General.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE GOVERNORSHIP OF THE STRAITS SETTLEMENTS.

COLONIAL SECRETARY PROMOTED.

LONDON, August 2nd.

Sir Arthur Youag, K.C.M.G., Colonial Secretary of the Straits Settlements since 1906, has been appointed Governor of the Straits Settlements, in succession to Sir John Anderson.

[Sir Arthur Youag has been Colonial Secretary of the Straits Settlements since 1906. He is the son of the late Colonel Keith Youag, C.B., and was educated at Edinburgh Academy, Rugby and Sandhurst. He married in 1885 Lady Evelyn Anne Kennedy, daughter of the second Marquis of Ailes. His career is given as follows:—Late 27th Infantry; local commandant of Military Police, Kyrenia, 1878; Assistant Commissioner, Paphos, 1879; Assistant Commissioner of Survey and Principal Forest Officer, 1892; Member of Legislative Council, Cyprus, 1892; Chief Secretary, 1895; has at various dates from 1896-1905 administered the government of the island. He received the C.M.G. decoration in 1897 and the K.C.M.G. in 1903. His rank in the Army is that of Captain.]

THE POLITICAL SITUATION.

LONDON, August 2nd.

Lord Morley has issued a most urgent whip to the Liberal Lords, and takes the unusual course of asking for a reply whether they will attend.

LATER.

The political situation is somewhat changed by the enthusiasm with which the large body of Unionists supporting Lord Halsbury's "no surrender" party have announced overwhelming numbers of applications for the public meetings at Chelsea and Holborn on Friday. Overflow meetings are being arranged. Mr. Wyndham will be among the speakers at the Holborn meeting. The greatest satisfaction is being expressed at Lord Lansdowne's letter.

LATER.

Lord Morley's letter says the decision of the Lords will probably be taken on August 9th, and he points out that the peculiar circumstances of the situation are due to the hostile action of a small minority aiming at the dislocation of Parliamentary business and other undesired consequences that inevitably follow.

FIRE AT LONDON DOCKS.

FIREMEN RENDERED UNCONSCIOUS.

LONDON, August 2nd.

At a fire which broke out at the Union Cold Storage Wharf, London, firemen were overcome by the fumes of ammonia, and the burning eggs and provisions.

Twelve were rendered unconscious including the Superintendent, who was seriously frozen as the result of refrigeration.

TURKEY AND ALBANIA.

LONDON, August 2nd.

Turkey has practically reached an agreement regarding Albania and the Montenegrins are now inducing the refugees to return to their homes.

AIRSHIP FATALITY IN ENGLAND.

LONDON, August 2nd.

A young English airman, named Gerald Napier, in a trial flight at Brooklands last night was thrown out of his machine and killed.

A passenger escaped with a shock.

ANTI-TRUST LAW IN AMERICA.

LONDON, August 2nd.

A New York message states that in consequence of the order to comply with the anti-trust decision of the Supreme Court, the Standard Oil Company and the American Tobacco Company are arranging plans of dissolution which, it is expected, will be carried out before 1912. Other smaller trusts are also preparing to end their corporate existence and avoid prosecution.

PERSIAN AFFAIRS.

THE PROBLEM OF THE EX-SHAH.

LONDON, August 2nd.

A Teheran telegram states that the British and Russian Legations have issued an identical note declaring that they have frequently admonished the ex-Shah to abstain from political agitation, adding that since he is now on Persian territory they cannot interfere.

[THROUGH REUTER'S AGENCY.]

CHINESE CURRENCY.

LONDON, August 2nd.

Meetings are being held in London to consider the Chinese currency reforms in accordance with the terms of the recent loan agreement. British, German, Chinese and American representatives are participating, and in view of the importance of the subject all are pledged to secrecy.

INDIANS IN THE MALAY STATES.

LONDON, August 2nd.

The Right Hon. L. Harcourt, replying to Mr. Ingley in the House of Commons today, said that the Government were unable to grant the Indians in the Federated Malay States a representative on the Federal Council.

EMPIRE COURT OF APPEAL.

LONDON, August 2nd.

The Appellate Jurisdiction Bill was read a second time in the House of Lords today. Lord Haldane said the measure laid the foundation for a single Court of Appeal for the whole Empire by combining the Court of Appeal of the House of Lords with the Judicial Committee of the Privy Council. The scheme had the concurrence of the Imperial Conference.

NOTED ARTIST DEAD.

LONDON, August 2nd.

The death is announced of Mr. Edwin Austin Abbey, R.A., a distinguished painter who has been honoured in America as well as in Europe.

THE DOCKERS' STRIKE.

LONDON, August 2nd.

The London dockers' dispute developed rather seriously yesterday. At noon all the men at Tilbury, except those of the Port of London Authority, struck work. Their number is said to run into thousands.

MILITARY EXAMINATION.

Twelve schools entered teams for the annual examination in Hygiene, which was held on 14th July last.

The highest place has been taken for the second year in succession by Belliss Public School, with an average of 62.9. St. Joseph's College came next with 57.3, and St. Mary's School third with 51.4. As Belliss School was unable to send in a full team of 10, the Shield goes to St. Joseph's College.

LAWN BOWLS.

The international competition was concluded last night when at Kowloon Bowling Green the Scottish team won the second game and the rubber, the totals being 18 to 15. Both teams played exceedingly well, but the Scottish skip having plenty of back wood spoiled the driving tactics of his opponent.

The scores were:

ENGLAND.	SCOTLAND.
A. Blower	G. K. Harton
A. Thornhill	D. Cooper
C. Bond	C. Alexander
L. E. Brett (skip) 15	A. Ramsay (skip) 18

DEATH OF THE FORMER EMPRESS-DOWAGER OF KOREA.

The death has occurred at Seoul of Lady Om, otherwise known as Princess Yi, formerly Empress-Dowager of Korea. The deceased came from very humble parentage, and the place of her birth is not exactly known. For some years prior to the China-Japan War she was employed in the Korean Court as hair-dresser to the lady attendants, and it was during her employment there that the old Emperor became greatly attached to her, and added her to his harem. Owing to jealousy among the wives of the ex-Emperor, Lady Om was obliged to leave the Palace, and for a time led rather a precarious life. When in 1895, owing to trouble between Japan and Russia over Korea, the old Emperor sought refuge in the Russian Legation, Lady Om was restored to favour, and ultimately gave birth to the young Prince Yi, who for several years has been in Japan to be educated.

The ex-Prince of Korea was about to start on a trip to Shinano, Echigo and neighbouring districts when he received the news of the death of his mother.

By special order of the Emperor of Japan, the young Prince has left Tokyo for Seoul to attend the funeral.—*Japan Gazette*.

BOAT IN A SUIT-CASE.

A Parisian inventor has gone the limit in devising a craft for getting over the water, which is still so light and compact that it can be folded up and packed into a box no bigger than an ordinary suitcase. The case part unfolds and joins together to form the main framework or hull of the boat, which is of the catamaran order. The two cigar-shaped floats are made of waterproof canvas. When packed up they occupy little space, and when in use they are blown up with a bicycle pump. The framework is fastened between them by means of ribs and straps, and when you have fixed a three-pointed, double-bladed paddle together and put a folding seat in place you are all ready to set out on your marine travels.

CORRESPONDENCE.

TYPHOONS IN AUGUST.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir,—It was recently stated in the *Daily Press* that "as a rule" August is singularly free from typhoons. This is scarcely borne out by the Observatory records. During the 27 years 1884-1910 eight typhoons have occurred in Hongkong, i.e., eight typhoons of such force have come so near as to give a wind velocity at the Observatory of 80 miles an hour and upwards. Of these 8 typhoons

2	occurred in July
1	occurred in August
2	occurred in September
2	occurred in October
1	occurred in November

Of typhoon gales of 48 miles an hour and upwards, 46 (including the above eight typhoons) occurred in the 27 years. Of these 46 gales:

2	occurred in June
8	occurred in July
10	occurred in August
17	occurred in September
9	occurred in October
1	occurred in November

From these figures it will be seen that we may expect a full typhoon about every third year, that the typhoon season in Hongkong commences in June, reaches a maximum in September, and cannot be said to be over till November.—Yours, etc.,

L. GIBBS.

GOVERNMENT HOUSE.

On Tuesday afternoon His Excellency The Governor received, by appointment, a deputation of Queen's College Prefects, introduced by the Head Master, Mr. Balphs. The object of the deputation was to request His Excellency's acceptance of a specially-printed leather-bound copy of the Coronation Number of the *Yellow Dragon* containing photographs of the Coronation festivities at Queen's College. The presentation was made by the Senior Prefect. His Excellency, in accepting the volume, warmly thanked the deputation and graciously acceded to their request that he would forward, on behalf of the pupils of Queen's College, a similar copy for the acceptance of His Majesty The King.

NEARLY STRUCK OUT.

A case was set down for hearing in the Summary Jurisdiction of the Supreme Court yesterday morning. Mr. Gardiner, who appeared for the plaintiff, said his client was not present.

His Lordship—I can't sit here twiddling my thumbs waiting for your client.

Mr. Gardiner—I expect him here every moment.

His Lordship—If you had let me know I should not have taken the trouble to come into Court.

Mr. Gardiner—Will your Lordship adjourn a few minutes?

His Lordship—Is this your man coming in?

Mr. Gardiner—I don't know.

His Lordship—He seems very pleased with himself.

Mr. Gardiner, after a consultation with the man who entered, said he would begin.

His Lordship—Tell him I was going to strike out the case.

This was done, but the plaintiff continued to smile blandly.

KULANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 11th July, 1911.

Present:—Messrs. W. H. Wallace (Chairman), W. R. M.D. Parr, Rev. G. M. Wales, W. Wilson, the Health Officer and the Secretary.

The minutes of the last meeting were read and confirmed.

A letter was read from H.I.J.M. Consul regarding the nuisance caused by the blasting, &c., at Ho-keo.

The question of the Arte-ian Well Contract having been fully considered, it is decided to stop further boring operations, cancel the contract and close the account.

The Secretary was directed to issue an "Express" for general information, that owing to the large number of stray dogs on the Island, steps would be taken on and after the 20th July to destroy or detain (at the discretion of the Council) all dogs found without collars or unlicensed.

With a view to encouraging the trapping and destruction of rats it was decided to offer the sum of five copper cents for the body of every rat brought to the Municipal Offices, and the Secretary was directed to issue an "Express" accordingly.

The Captain-Superintendent reported that the following cases have been dealt with at the Mixed Court since the last meeting:—Summons: Encroaching on land 2, Assault 3, Illegally detaining a girl 1, Throwing rubbish, &c., on to the public road 2. Summary arrests: Being concerned in blasting rock contrary to Municipal proclamation 2, Theft 3, Assault 3.

THE POPULATION OF THE STRAITS SETTLEMENTS.

The Straits Government *Gazette* of July 21 gives what are presumably the final figures of the recent census of the Straits Settlements. There are no introductory remarks, but the figures show that in the Colony there are 369,843 Chinese, 240,236 Malays, 82,035 Indians, and 6,525 other nationalities, making a total of 714,699, not including 8,005 floating population. In the Settlement of Singapore there are 5,893 Europeans and allied races, 4,712 Eurasians, 178,772 China-born Chinese, and 43,883 Straits-born Chinese, a total of 222,555.

SHIPPING NOTES.

The British steamer *Cardiganhire* (2,689 tons), now lying at Yokohama, has been sold to a Japanese firm in Kobe.

It is reported that a Swedish steamship company has now decided to inaugurate an Oriental service after constructing two steamers which will mostly engage in the transportation of cargo. The Swedish Government is said to have decided to grant a subsidy of £50,000 for the next five years.

The Osaka Shosen Kaisha (Merchant Steamship Co.) are reported to have purchased from the Toyo Kisen Kaisha the *America Maru* (11,000 tons), hitherto used on its Hongkong-San Francisco line, at the price of £200,000 yen. The steamer will be put on the Formosan line (between Yokohama and Takao), to replace the *Osaka Maru*.

Yokohama was visited by a typhoon on the night of July 25th, and from the *Japan Gazette's* report we learn that the P. & O. steamer *Palermo*, which was lying at No. 2 buoy, dragged her anchor and ran aground at a point off Kanagawa. The British steamer *Peleus* dragged her anchor and collided with the Japanese steamer *Miyoshino-maru*. Another collision occurred between two steamers of the India Line. The *Indra-Varaha*, which was lying near the *Indra*, dragged her anchor, and her bow struck the side of the other vessel. The German gunboat *Luchs*, lying outside the breakerwater, dragged her moorings, and finally collided with the Japanese steamer *Keokan-maru*, which left Yokohama yesterday, but had put back for shelter.

An article by a shipmaster on the China Coast, contributed to the latest *Leading Light*, pleads for some more efficient fog-signal for a vessel at anchor than the present one of ringing the bell. It is pointed out that in a harbour the present regulation no doubt suffices, but when a vessel is anchored in open water, as so frequently occurs on the China Coast, there is little opportunity of the bell being heard in sufficient time to avert collision. "A few years ago," remarks the writer, "I happened to be at anchor in a fog about seven miles S. E. of Bonham Pass; a steamer's whistle was heard bearing down towards us from the direction of the pass and our bell was rattled for all it was worth, but it was only when the approaching vessel saw us that she put her bell over and cleared us by a few feet. As the wind was blowing from N.W. about force 3 at the time, I do not believe our bell was heard at all, and had there been a collision I should probably have been accused of not keeping it going." The writer advocates a system of signals on the steam whistle to replace the present inadequate bell signals for vessels lying at anchor in open water.

Particulars are given in a Blue Book issued from the office of the Board of Trade as to the seamen employed on British merchant vessels who lost their lives during 1909-10. Altogether the deaths from accidental or other injuries numbered 219 seamen and 218 foreign seamen. Diseases carried off 872 men—452 British, 300 seamen, and 139 foreigners. The rates of mortality were—

Injury. Disease.
British... 1 in 206 1 in 358
Lascars... 1 in 197 1 in 141
Foreigners... 1 in 38 1 in 254

Drink is stated as the direct cause of the deaths of 15 seamen, of whom 13 were British and 2 were foreigners. In addition, it is probable that this was a contributory cause of the death of 106 persons in all. With regard to the nationality of the 106 persons whose deaths were attributed directly or indirectly to drink, of the British seamen employed 1 in 2,073 lost his life from this cause, of foreigners 1 in 1,203, and Lascars only 1 in 14,381.

The famous Upper Yangtze steamer *Shantung* (Captain Platt) met with an accident recently and will probably need to be docked again at Shanghai. The *Shantung* navigates the gorges above Ichang. Mr. von Stranitz, Acting Commissioner of Customs at Chungking, says in his trade report for the year 1910—

"The successful running of the *ss. Shantung* is undoubtedly the most important item to be recorded under this heading. This boat made 14 trips between March 24 and December 20. Only one accident occurred, namely, on her 13th trip, when she ran on a rock, but was soon refloated and repaired, and resumed running none the worse for her mishap. From the end of December to the end of March the *Shantung* must lie up, as three rapids—the Kuangting, Chingtan, and Singlingtan—prevent steam navigation at low water. The financial result has been splendid, and although this was partly due to exceptionally heavy shipments of silver, which are not likely to recur every year, the fact has been proved that steam navigation on the Upper Yangtze can be made a financial success. What enabled the Szechwan Steam Navigation Company to succeed where others had failed was the fact that the company was able to secure the services of Captain S. C. Platt, a man who for 10 years had had and had used the opportunity to study the dangers and intricacies of the river above Ichang; in fact, it is not too much to say that the success of the *Shantung* was a personal triumph of his skill and perseverance. His accomplishment marks, of course, a great step forward in the development of steam traffic to Chungking, but its dangers and difficulties must not be underestimated; these and the lack of captains who have the requisite knowledge of the river will stand in the way of a rapid development. But development will come, and the benefit which will accrue from the linking up of this hitherto secluded province with the outer world cannot be over-estimated."

COMPANY REPORT.

INDO-CHINA STEAM NAVIGATION CO.

The report of the Indo-China Steam Navigation Company, Limited, for the year 1910, which was presented to the meeting on 13th ult., states:—The final result of the year's working does not reach the level which was at one time anticipated, although distinct progress towards a more profitable state of affairs can be recorded, and for a severe financial crisis in Shanghai last summer, it is safe to assume that the year's business would have shown a much better result.

The improvement which has taken place in freights in all directions has gradually extended to China, and absorbed much of the irregular tonnage which has for so long rendered freights unprofitable in the Far East.

The credit side of the revenue account (including £7,537 brought forward from last year with an addition of a transfer of £20,000 from underwriting account) amounts to £116,407, out of which £7,438 was paid in November last in reduction of the preference dividend in arrears, and it is now proposed to further reduce the arrears by the payment of £22,315, which will only leave outstanding the contingent liability attaching to the year 1910.

After making provision for this payment, amounting to £55,379 to depreciation and £3,000 to reduction of expenses of debenture issue and meeting all other outgoings, there remains a balance of £5,683, which it is proposed to carry forward.

No additions have been made to the company's fleet during 1910, and no building contracts have been entered into. Two of the company's older steamers, the *Anara* and *San Sing*, have been disposed of during the year at satisfactory prices.

The retiring Directors are Mr. H. E. Bazley and Mr. E. Baughamp, M.P., who, being eligible, offer themselves for re-election.

Messrs. Turquand, Younos & Co., the Auditors, retire and will be proposed for re-election. By order of the Board, A. G. WELLS, Secretary.

29, Cornhill, London. 5th July, 1911.

Balance sheet at 31st December, 1910.

Liabilities.

To Share Capital—

Authorized £1,200,000 divided into

120,000 6 per cent. Cumulative

Preferred Ordinary Shares, and

120,000 Deferred Ordinary

Shares of 25 each.

Subscribed and paid up—

Ordinary £247,945 0 0

Ordinary 247,945 0 0

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AUDITORS' REPORT.

We report to the shareholders that we have obtained all the information and explanations we have required. We have examined and compared the foregoing balance sheet and profit and loss account with the books and vouchers kept by the Company in London, and with the statements received from the General Managers in China, and in our opinion the balance sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs according to the best of our information and the explanations given to us, and as shown by the books of the Company.

TURQUAND, YOUNOS & CO., Auditors.

London, 5th July, 1911.

KAN YU-WEI AND LIEUNG KWEI-CHU.

A correspondent of the *Asahi Shimbun* has visited Kan Yu-wei and Lieung Kwei-chu at their place of retirement in Suma, in order to learn their sentiments with regard to the pardon alleged to have been granted to them.

He found the two exiles sitting in contemplation of the new moon whose radiance they said invoked memories of their native land. They professed to have had no official intimation whatever of the alleged pardon, but that of course may be taken with due reserve. Mr. Kan said that assuming the truth of the pardon, his return to China would depend largely on the position given to him by the Peking Government. He added, laughing, that if he were granted a post superior to that held by the late Li Hung-chang, he would gladly return to China, and devote his attention to educational matters. Speaking seriously, however, he declared that his political views were more conservative than liberal. He had no desire to see Chinese manners and customs abandoned wholesale to make room for foreign innovations. Every nation must preserve its own characteristics, and any people who entirely rejected their own systems for the sake of foreign might be said to have entered the downward path. There was nothing which he felt more inclined to denounce than the giddy doctrines of the unthinking student who sought to raise himself into eminence on the ruins of his country's civilization.

Mr. Lieung Kwei-chu was interviewed with great brevity. He seems to have confined himself chiefly to noting how painful it had been to live in exile for eleven years, and how rejoiced he and his fellow refugees would be if their time had really come to appear once more upon the political stage of their native country.

Count Okuma, who is invariably interviewed in connection with the serious question of Chinese politics, observes, with regard to the alleged pardon of the two politicians, that there could be no greater mistake than to call them "Radicals." They are essentially supporters of a limited monarchical form of government. When they enlisted the sympathies of the late Emperor and induced him to embark upon the stream of reform, their only mistake was that they placed themselves too far in advance of the time. But the reforms they advocated have ceased to be academic questions and have entered the domain of practical politics, so that if they returned to Peking now they would find themselves the right men in the right place.—*Japan Mail*.

ENGLAND'S DANGER.

THE POSITION OF THE MERCHANT NAVY.

A most serious state of things in regard to the position of the British Mercantile Marine is revealed, says the *Globe*, by Mr. Geoffrey Drage, who states a whole of warships which our navy cannot afford to neglect. He shows that while the numbers of British seamen in the mercantile navy is decreasing, the number of foreigners employed in British ships is increasing, and that now no fewer than 40,000 foreigners are to be found there.

He quotes the preamble of the Merchant Shipping Act of 1844, which states that:—

"The prosperity, strength, and safety of the United Kingdom do largely depend on a large, constant, and ready supply of seamen, and it is therefore expedient to promote the increase of the number of seamen and to afford them all due encouragement and protection."

Nevertheless, while British merchant tonnage was trebled in the last half of the nineteenth century, the number of British seamen engaged in the mercantile marine decreased 25 per cent. and its young men and boys 85 per cent. In 1889 the estimated number had fallen to 50,709; while in 1901 there were only 44,350. From the latest Blue Book it appears that the number in 1906 was 34,052. In 1904 it was estimated that there were 40,000 foreigners in the British mercantile marine earning two millions sterling in wages.

Mr. Drage points out, in a letter to *The Times*, that inasmuch as we own something like half the mercantile tonnage of the world, and as the bulk of our raw materials and one-third of the food we eat are transported across the sea, it is a national reproach that sea training is the only form of technical education for which no organic public system exists. It is, moreover, in a special sense a national danger, because the conversion of merchant ships into warships on the high seas in time of war is not prohibited by international agreement, and our rivals are certain to make use of this mode of warfare should occasion arise. Presumably the Admiralty will in time of war provide, as for warships, armaments for merchant ships, but the crews of British merchant ships are now often composed of mere unskilled labourers without training or discipline and with absolutely no knowledge of gunnery or the arts of war.

"It is the fashion in such cases," he goes on, "to talk of national decadence, but the difficulty is not with the rising generation. Having been ever since 1895 closely associated with the management of a training ship (*the Ezenoth*), from which 3,300 boys of the poorest class have passed into the Royal Navy and 3,800 into the mercantile marine, I can say from personal knowledge not only that there is no diminution in the energy, endurance, and love of the sea of English boys, but also that they compare favourably with those of foreign countries with which, as a practical administrator, I feel obliged to keep in touch."

LATEST STEAMER MOVEMENTS.

The H.A. line str. *Alasia* left Singapore on the 31st ult. p.m. and may be expected here about the 1st inst.

The str. *Glennard* left Singapore on the 1st inst., and is due here on or about the 7th inst.

The C.P.R. Co. str. *Empress of Japan* left Yokohama for Victoria and Vancouver, B.C., on the 1st inst., at 12.30 p.m.

The P. M. S.S. Co. str. *Manchuria* sailed from San Francisco on the 2nd inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 29th inst.

FACILITIES OF COMMERCE IN BRITISH UNIVERSITIES.

NEED FOR PRACTICAL TRAINING.

(BY PROFESSOR SMIDDY IN "THE TIMES.")

University education has, within the last decade, in the British Isles extended the scope of its instruction along various lines. The most recent and, perhaps, the most characteristic addition to the functions has been the establishment of Faculties of Commerce in the more modern Universities—e.g., the Universities of Birmingham, Manchester, Liverpool, the National University of Ireland, &c.

Although the older Universities—Oxford and Cambridge—have not, at least nominally, followed their example, yet they have not overlooked the bearing and importance of University education on commerce and industry. As Professor Marshall says in the "New Cambridge Curriculum in Economics," "its object is to beget for those who are looking forward to a business career or to a public life a good intellectual training and opportunities for direct action in subjects that will bear on their thoughts and actions in after life." He says elsewhere, "No attempt is made to fill the mind of the student with a mass of technical information connected with a particular branch of business in which he is to be engaged."

Students who have pursued the prescribed course of study and passed the required examinations receive an Arts or a Science degree. It is clearly this training which is primarily for those who are likely to inherit commercial positions of importance or to whom exceptional opportunities will be afforded of filling at an early age posts of control in the higher branches of business or public life. It will not be of much advantage, from a monetary point of view, for those who, "courting this education for their dower," have not similar opportunities. The average business man doubts the suitability for commercial life of the lad who has only received a University education.

As, however, these courses lay no pretensions to, and the degrees do not imply, professional training for business—viz., a claim to technical and experiential knowledge—the essential claims of this education can, perhaps, be justified, but claim to business knowledge is implied in the aims and degrees conferred by the Faculties of Commerce in the more recently established Universities. "They aim at providing a course of training suitable for men who look forward to a business career." They are, in fact, preparing a lad for business in the same manner as the Medical Faculties prepare a lad for medicine. And to justify the claims of commercial education of University standard the objections that have been raised against it are also said to be applicable to medical education.

MEDICAL TRAINING EFFECTIVE. Medical training is given in a very different manner from the commercial training that exists in British Universities. The former combines the theoretical, technical, and practical aspects of knowledge; a combination which is the most thorough and ideal form of technical education—it is a synthesis of the knowledge acquired in the lecture hall, the dissecting room, pathological and clinical laboratories, and infirmaries.

It is precisely because University training in most of the Faculties of Commerce lacks the technical and practical or experiential aspects of knowledge that they have not met with the success they had anticipated.

The vast majority of employers are not "detecting in the finished University product an item of value for business purposes." It has recently been stated by one intimately connected with the establishment and working of the Faculties of Commerce in England that it is difficult to bring many people to avail themselves of a commercial education of University type. Banking and shipping people as a whole have explicitly stated that Universities have not produced the type of lad they require; while it is alleged they have been most willing to help.

The Dublin Commission (Irish University Act), in its report to the late King on the evidence they gathered when examining into the working of the Faculties of Commerce in England, stated that the results achieved were not encouraging, and that it was with diffidence they were about to establish chairs of commerce in the National University.

A very probable explanation of this comparative failure is the absence of technical and experiential knowledge. Unless the Universities model their commercial training on the same lines as their medical training, many educationalists are of opinion that the degrees conferred on those who pursue their course of studies and pass the prescribed examinations should be purely academic ones, viz., B.A., B.Sc., and not the B.Com., which is a professional degree in commerce and raises for itself the same pretensions to ultimate success as the medical and other degrees, while its instruction and training are not carried out in a manner likely to beget equally successful monetary results for the commercial student.

If, on the other hand, the degree of B.Com. is to be retained—and it is desirable that it should be—then the student must be enabled to combine to fuse the technical and experiential aspects of commercial knowledge with the theoretical.

The Dean of the Faculty of Commerce, Birmingham University, in his instructive and interesting pamphlet on "Its Purpose and Programme," says, "And while no curriculum can be devised which will enable the commercial graduate to step at once into a position of leadership and authority, much can be done to enable the young man of business to profit by his early experiences more rapidly and less painfully than is commonly the case."

But if a thorough theoretical and practical training has been acquired by the student before getting the degree, he can "step at once" into a responsible position which will procure for him a salary beyond that given to an ordinary clerk.

The problem for solution then is to devise some method by which this fusion of the practical with the theoretical can be effected. And there is no reason why the same kind of co-operation should not exist as that which exists between the Medical and Legal Faculties and the medical and legal practitioners.

The medical might be solved in two ways:—(1) Students might acquire the practical experience during their University course by spending some time daily at business during the "terms," and by devoting their full time to it during vacation.

Medical students spend a part of their time daily in the hospitals and infirmaries; solicitors' apprentices are accommodated with a corner in a lawyer's office; some engineering students combine the hard work of the workshop with their studies at the University.

Or (2) they might acquire the practical knowledge before beginning their studies at the University. This is the method adopted by the largest and most prominent of the German Commercial Universities, Berlin and Cologne.

WHAT IS DONE IN BERLIN. The programme of the Berlin Commercial University, which is similar in its aim and policy to that of Cologne, states "that it has been the strenuous endeavour of the founders in organizing and developing this institution to keep in

touch with commercial practice and business life. It has not been the intention to abandon or replace commercial apprenticeship; in fact, the University is particularly meant for commercial students who have gone through a regular commercial apprenticeship, and have attained a very high level of intellectual culture. These two Universities have so far, met with conspicuous success—with which the British Faculties compare unfavourably—and had on their rolls during the last Winter Semester over 1,000 matriculated students, most of whom had served their commercial apprenticeship and were between the ages of 23 and 24. They were pursuing a full two years' course of instruction with a view to acquiring a diploma. In addition to these over 2,000 students were taking partial courses. These Universities have been promoted by the Chambers of Commerce in their respective towns.

Berlin Commercial University was founded in 1809, and organized by the Berlin Merchants' Corporation at an expense of £375,000, and is maintained solely at their expense. They have also founded and provided for a number of continuation and evening schools and training classes for commercial students and employees of either sex, which are at present attended by over 6,000 pupils.

It is not imperative that the business men of the British Isles should emulate the example of Germany and organize active co-operation with these Universities that prepare students for and give a degree in commerce? This co-operation must be a closer one than that which exists between Advisory Boards and the Universities, one prompted and sustained by mutual responsibility for the results attained.

Would it not be feasible to form a Commercial Representative Council, its members being chosen from the various Chambers of Commerce throughout the United Kingdom? This Council should represent the British Railways, Shipping Companies, Manufacturers, Merchants, Insurance Companies, Stock Exchange, &c., and should co-operate with the Faculties of Commerce, somewhat after the lines in which the General Medical Council co-operate with the Medical Faculties of the Universities.

If this General Representative Commercial Council would draw up in conjunction with the Faculties of Commerce and adopt an educational curriculum of a high type, and if the business community will furnish all the opportunities required by the students for the acquisition of experiential knowledge, and restate them on their positions after the completion of their studies in the University, students will flock to it, because, it would be a sure channel to commercial success.

To ensure this result this General Representative Commercial Council must be backed up by the central Government, and active support of the individual members of the various Chambers of Commerce throughout the British Isles. They should give not merely these "national" but "real" assent to the efficiency and importance of the training they are helping to promote.

SEVERE STORM IN YOKOHAMA.

CONSIDERABLE DAMAGE TO PROPERTY.

The *Japan Gazette* of the 26th ult. says:—

Yokohama was last evening and early this morning the centre of one of the severest typhoons experienced in this part of Japan for the past fourteen years. The hoisting of storm signals at the Meteorological Station on the Bund at about ten in the morning prepared the seafaring portion of the community for a "blow," but to the mere landman nothing quite so disastrous was anticipated when the major part of the community retired to rest for the night—a retirement which, in the case of a very large number, was interrupted until about three o'clock when the wind and rain, having done its worst, began to show some signs of abatement.

According to the report received by the Yokohama Harbour Office from Tokyo, the centre of the typhoon was located at six o'clock yesterday morning in the districts between the Inland Sea and Ka Peninsula, and was reported to be moving in a northeasterly direction at a speed of about ten miles an hour, the lowest depression averaging from 29.17 inches to 29.23 inches.

At about four o'clock in the afternoon a second report was received from Tokyo stating that the atmospheric conditions were unchanged up to 2 p.m. Towards evening, however, the depression must have moved somewhat rapidly. At about eight o'clock there was nothing to warrant the expectation of a severe blow, but an hour later the wind had strengthened, and at ten o'clock heavy rain commenced to fall. The barometer showed signs of a rapid fall, and within the next hour had dropped from 29.41 to 29.31 inches. By midnight the storm had developed into a cyclone, the houses on the Bund being shaken as if by a continuous earthquake shock. Sleep was out of the question, and in many cases residents preferred to sit up until the storm abated. Many houses were flooded, the heavy rain finding the weak spots in the buildings, and in many cases considerable damage was done to the interior of houses.

Through every crevice as if through a sieve. Shortly before twelve o'clock the electric light was cut off, thus adding to the inconvenience of residents, and to the element of danger by fire through the use of candles and lamps.

To venture out into the street while the storm was at its height was extremely dangerous. Tiles were blown from the roofs of the houses; trees in the neighbourhood of the Bund bending to the gale; while the sound of the cyclone and whistles from shipping in the harbour added to the unwholesome which prevailed for several hours. The barometer continued to fall steadily, dropping from 29.02 to 29.74.1 between the hours of one and two, reaching the lowest point, 29.66.6 at 2.30 p.m. By three o'clock the rain had ceased considerably, and the rise of the barometer to 29.78.8 inches gave ground for believing that the worst had been passed, and very soon many households retired once again, in the hope of securing rest.

Within a very short time, however, many were again astir, being aroused by the sound of the fire-bells. The danger of fire must have been in the minds of most households, and when the usual clanging of the bells was heard on the Bund there was considerable anxiety as to the scene of the outbreak. At the Bluff Police Station it was soon learned that the Marado Hotel was the scene of the disaster, and as will be seen from a report in another column the building was completely gutted.

THE EXTENT OF THE DAMAGE. To estimate the full extent of the damage at the time of writing is impossible, but from particulars gathered from various sources, it is evident that the losses caused by damage to property are very great, while in the Harbour one or two launches are reported lost, and considerable damage has been done to shipping generally.

INTIMATIONS

FACE KEPT BREAKING OUT WITH ECZEMA

For 4 Years, Mass of It All Over, Most Irritating and Itching, Could Hardly Keep Fingers Off, Nothing Would Stop It. Cuticura Ointment Gave Instant Relief.

In 3 Weeks, Not a Spot on Face.

"For some four years, off and on, my face kept breaking out with eczema. It was most irritating and itching, so I could hardly keep my fingers off it. At last, for six or eight months, my face was a mass of breaking out all over. I tried several ointments but they did no good. Nothing would stop it. I got a box of Cuticura Ointment which gave me

NOTICE.

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P.O. Box 33. Telephone No. 12.

Telegraphic Address: PUNNA CODES: A.B.O. 5th Ed. Lieber's.

NEW ADVERTISEMENTS

BANK HOLIDAY.

In accordance with Ordinance No. 6 of 1875, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, 7th inst.

Hongkong, 3rd August, 1911. [995]

TO LET.

NO. 3, ROSE TERRACE, Nathan Road. Kowloon. Possession from 1st September, 1911.

Apply to—

BARRETTO & Co. [996]

Hongkong, 3rd August, 1911.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1911. With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 2nd August, 1911.

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship "DEVANHA," Captain H. Powell, will leave for Shanghai TO DAY, the 3rd inst., at 7 A.M.

For Freight or Passage, apply to

E. A. HEWETT, Superintendent.

Hongkong, 3rd August, 1911. [1]

HONGKONG JOCKEY CLUB.

A MEETING of Members interested in ordering Subscription for next Races will be held in the Office of the Hongkong Jockey Club, on SATURDAY next, 5th August, at 12.30 P.M.

T. F. HOUGH, Clerk of the Course. [981]

Hongkong, 29th July, 1911.

NEW ZEALAND GREEN-STONE.

SPECIMENS of this lovely Stone, worn universally as a Fashionable Article of Jewellery, mailed direct to you for 10/-.

Write to-day.

B. WEINGOTT, Dept. J. Wanganni, New Zealand. [984]

ITALIAN MARBLE.

MONUMENTS, FIGURES, HEAD-STONES and CROSSES in Stock at—

BROWN, JONES & Co., 41, Morrison Hill Road. Hongkong, 1st June, 1911. [776]

AUSTRALIAN BUTTER.

There is Nothing better than the best. We keep it. Do you want it?

FOUR BRANDS!

FOUR PRICES

Fresh, Sweet, Firm and cold as ice.

THE DAIRY FARM CO., LTD.

[36]

NEW CARTRIDGES.

By popular English Manufacturers. In all Boxes and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 555G. at \$5, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection invited.

WM. SCHMIDT & Co.

Hongkong, 25th October, 1906. [608]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [609]

PUBLIC COMPANIES

HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 8th August, at 12 o'clock Noon, for the purpose of receiving a Report of Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 25th July to 8th August, both days inclusive.

By Order of the Board of Directors, W. E. CLARKE, Secretary. [928]

Hongkong, 11th July, 1911.

HONGKONG AND SOUTH CHINA STEAM FISHERIES CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the General Managers on WEDNESDAY, the 9th day of August, 1911, at 12 o'clock Noon, for the purpose of considering the Report and Accounts to 30th June, 1911, and to transact any business that may be transacted at an Ordinary General Meeting.

NOTICE IS GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from 1st to 9th August, 1911, both days inclusive.

BRADLEY & Co., General Managers. [980]

Hongkong, 29th July, 1911.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 19th day of August, 1911, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1911.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 7th August, to SATURDAY, the 19th August, 1911 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors, N. J. STABB, Chief Manager. [994]

Hongkong, 2nd August, 1911.

NOTICES OF FIRMS

CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

FROM This Date, and during the Absence of Mr. G. W. C. PEMBERTON from the Colony, Mr. H. F. HICKMAN has been appointed Acting Secretary to the Company.

By Order of the Board of Directors, H. A. SIEBS, Chairman. [965]

Hongkong, 24th July, 1911.

NOTICE.

I HAVE This Day established myself at Hongkong and Canton as a General Export and Import Merchant under the style of HUSAIN P. MADAR & Co.

H. P. MADAR. [989]

Hongkong, 1st August, 1911.

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1910.

REVISED BY THE MEMBERS.

PRICE - - - - \$3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1911.

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST, By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.).

THE VOLUME which consists of 146 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, make "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE - - - - \$3.50

To be obtained from Messrs. KELLY & WALSH, Ltd., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on Sale daily at the following Stores—

KOWLOON BOOK STALL, Ferry Wharf. Messrs. H. RUTTONJEE & SONS, Kowloon Store, No. 36, Haiphong Road. Messrs. HUNG CHEONG, Haiphong Road. Mr. AH YAU, Hongkong Stall, Ferry Wharf.

INTIMATIONS

HIPPODROME CIRCUS & MENAGERIE.

STILL DRAWING CROWDED HOUSES. STARTLING ATTRACTIONS BEING PRESENTED EVERY EVENING!

Keep your eye on this Advertisement for the announcements on FRIDAY and SATURDAY next. NEXT MATINEE—SATURDAY, AT 4.30 P.M., When a handsome Lady's Bicycle will be given away free. Everyone has a chance. Hongkong, 3rd August, 1911. 1982

FOR SALE

FOR SALE.

DERINGTON, 7-Roomed House, Peak Road, beautiful situation. For Terms, apply to—

C. SCHROTER, Care of Messrs. GARRIES, BORNES & Co., King's Buildings, IIIrd. Hongkong, 10th July, 1911. [923]

GRACA & CO.

PEPPER ST. (Hongkong Hotel Building), Dealers in POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, &c.

Just Received a Selection of Postage Stamp and Post Card Albums, Artists' Mosaic Pictures made of used Postage Stamps.

Inspection Invited. [891]



MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS of TAKASIMA OCHI, MUTABE, YOSHINOTANI, HOJO, KANADA, NAMAZUTA, SAYO, SHINNEW and KAMITAMADA, Collectors.

SOLE AGENTS FOR KISHIDAKE COAL.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, AI, ABC 5th Ed., Western Union

AGENTS—YOKOHAMA: M. ARADA, Esq. CHINKIANG: Messrs. CHAI & Co. MANILA: Messrs. MACDONALD & Co. SINGAPORE: Messrs. BORNES & Co., Ltd.

For Particulars, apply to

Y. SHIBUYA, Manager, No. 2, Pedder Street, Hongkong Hongkong, 12th May, 1911. [636]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "LIGHTNING," having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 2 P.M. of the 2nd Aug. will be landed at Consignees' risk and expense. Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd., Agents. Hongkong, 31st July, 1911. [987]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "PRINZ WALDEMAR," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 4th Aug. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 4th Aug. at 9.30 A.M. All Claims must reach us before the 8th Aug., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents. Hongkong, 28th July, 1911. [5]

TO LET

TO LET.

NOS. 9 and 10, MACDONNELL ROAD. FLAT in Blue Buildings, 4, Praya East. 19, CONDUIR ROAD. GODOWNS, To Let, at Blue Buildings, 4A, Praya East. "CREGGAN," 39, The PEAK. OFFICES in KING'S BUILDING, 4th floor. GODOWNS, 151 to 155, PRAYA EAST. SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door. Also NEW EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st August, 1911. [113]

TO LET.

AN OFFICE in Alexandra Buildings. Apply—

A. S. WATSON & Co., Ltd. Hongkong, 8th June, 1911. [799]

TO LET.

FURNISHED HOUSE, with Tennis Court, on higher level. Apply to—

Y. Z. Care of "Daily Press" Office. Hongkong, 1st August, 1911. [990]

TO LET.

FLATS in Nathan Road. FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap rent. NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals. KOWLOON MARINE LOT 48, Yennat, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to—

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 14th February, 1911. [892]

TO LET.

GODOWNS, 95 and 96, Praya East. Apply—

CHATER & MODY. Hongkong, 31st March, 1911. [121]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town. Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st August, 1911. [116]

TO LET.

TWO OFFICES on 1st Floor of Hotel Mansions. Apply to—

HENRY HUMPHREYS, Alexandra Buildings. Hongkong, 7th April, 1911. [575]

TO LET.

OFFICES on Ground and 1st Floor in Chater Road. Very central position. No. 7, DUDDELL STREET, 1 Godown. "KELLY'S CREST," No. 66, PEAK, from 1st August, 1911. No. 9, BEACONSFIELD ARCADE (Shop). The EYRE, No. 13, Peak, newly Painted and Colour-washed. BEACONSFIELD, from 1st June, 1911. No. 57, PRAYA GRANDE, Macao. FOR SALE—TON CRESS, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands. Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 2nd August, 1911. [118]

TO LET.

GODOWN, No. 5A, DUDDELL STREET. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st August, 1911. [114]

TO LET.

10, MOUNTAIN VIEW. Immediate possession. Apply—

Y. Z. Care of "Daily Press" Office. Hongkong, 6th July, 1911. [491]

TO LET.

THE BUILDING now in occupation of THE MERCANTILE BANK OF INDIA to be Let from 1st January, 1912. GODOWNS in Masons Lane, good for storage of Wines and other Articles. Rent moderate. Apply to—

DAVID SASSOON & Co., Ltd. Hongkong, 13th July, 1911. [627]

BANKS

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$3,250,000
RESERVE FUND ... Gold \$3,250,000
Gold \$6,500,000

HEAD OFFICE: 60 Wall Street, New York.
LONDON OFFICE: 36 Bishopsgate.

LONDON BANKERS:

BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LTD.
THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

The Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates: For 12 months 4 per cent. per annum. For 6 " 3 " " " For 3 " 3 " " "

GEORGE HOGG,

Manager, No. 9, Queen's Road, Central. Hongkong, 21st February, 1911. [985]

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000
RESERVE FUND ... 16,850,000
Date ... 13th March, 1911

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENTS: London, San Francisco, Lyons, New York, Shanghai, Honolulu, Bombay, Tientsin, Hankow, Newchwang, Dalay, Peking, Antung, Lioyang, Port Arthur, Teling, Chiang Chun, Mukden, Kobe.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balance. On Fixed deposits for 12 months 4 per cent. " " " 6 " 3 " " " " 3 " 3 " " "

" " " TAKEO TAKAMICHI, Manager. Hongkong, 13th March, 1911. [441]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1857. HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... £1,200,000
RESERVE FUND ... £1,625,000
RESERVE LIABILITIES OF PROPRIETORS ... £1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balance. On Fixed Deposits for 12 months 4 per cent. " " " 6 " 3 " " " " 3 " 3 " " "

" " " WM. DICKSON, Manager. Hongkong, 2nd May, 1911. [148]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3 per cent. per annum. Depositors may transfer at their option balance \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum. For the Hongkong and Shanghai BANKING CORPORATION, N. J. STABB, Chief Manager. Hongkong, 24th January, 1911. [12]

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK). ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000). Subscribed Capital Fl. 12,378,100 (£1,031,500). Reserve Fund Fl. 2,754,338.09 (£229,528).

HEAD OFFICE: AMSTERDAM.

HEAD AGENT: BATAVIA.

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THE WILLIAMS DEASONS BANK, SWISS BANKERS.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates: 12 months 4 per cent. per annum. 6 do. 3 1/2 do. 3 do. 3 do. do. C. WOLDRINGH, Manager. No. 16, Des Voeux Road Central. Hongkong, 4th August, 1909. [24]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... Yen 10,000,000
Capital Subscribed (paid up) ... Yen 6,250,000
Reserve Fund ... Yen 2,620,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENTS: Amoy, Anping, Canton, Foochow, Keelung, Swatow, Kobe, Nagasaki, Osaka, Yokohama.

HONGKONG OFFICE: 3, DES VOEUX ROAD. Interest allowed on Current Accounts. Deposits received on terms which may be had on application. K. TSUDZURABARA, Manager. Hongkong, 1st May, 1911. [659]

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000
SUBSCRIBED ... 1,125,000
PAID UP ... 562,000
RESERVE FUND ... 325,000

HEAD OFFICE:

40, Threadneedle Street, LONDON, E.C.

BRANCHES:

Bombay, Calcutta, Hongkong, Madras, Karachi, Rangoon, Colombo, Kandy, Galle, Singapore, Penang, Kota Bharu, Kelantan, Kuala Lumpur, F.M.S. Hongkong, Shanghai.

AGENTS IN JAPAN:

Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:

BANK OF ENGLAND.

LONDON JOINT STOCK BANK, LTD. Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits as under: For 3 months 2 1/2 per cent. per annum. 6 " 3 " " " 12 " 4 " " " "

F. C. MACDONALD, Acting Manager. Hongkong, 14th July, 1911. [938]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... £15,000,000
RESERVE FUNDS:—
STRENGTH ... £1,500,000 at 2/-=\$15,000,000
SILVER ... \$16,250,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS.

Hon. Mr. HENRY KENWICK, Chairman. G. H. MEDHURST, Esq., Deputy Chairman. F. H. ARMSTRONG, Esq., [C. R. LENSCHMANN, Esq., G. BALLOCH, Esq., Andrew Forbes, Esq., G. FRISLAND, Esq., C. S. GIBBY, Esq., F. LIOB, Esq., E. SHOLLIN, Esq., H. A. SIEBS, Esq.]

CHIEF MANAGER:

Hongkong—N. J. STABB.

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the daily balance. On Fixed Deposits: For 3 months 2 1/2 per cent. per annum. For 6 months 3 per cent. per annum. For 12 months 4 per cent. per annum.

N. J. STABB, Chief Manager. Hongkong, 2nd May, 1911. [19]

"HONGKONG DAILY PRESS"

PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST ... \$10.00

Do. Do. Small Edition 6.00

CHILDREN OF FAR CATHAY: A Social and Political Novel, by C. J. HALCOMBE ... 3.50

RUBBER SHARES.

SINGAPORE QUOTATIONS.

On 22nd July, 1911.

Messrs. LYTAL and EVATT'S LIST.		
Nom. Value.	Buyers.	Sellers.
1 Allagar	340 1/2	44 1/2
2 Allagar Options	340 1/2	44 1/2
3 Anglo-Java	9 1/2	1 1/2
4 Anglo-Java	17 1/2	18 1/2
5 Anglo-Malay	57 1/2	70 1/2
6 Anglo-Sumatra	14 1/2	18 1/2
7 Ayer Kuning	42 1/2	48 1/2
8 Banting	24 1/2	28 1/2
9 Banting	22 1/2	25 1/2
10 Banting	22 1/2	25 1/2
11 Banting	22 1/2	25 1/2
12 Banting	22 1/2	25 1/2
13 Banting	22 1/2	25 1/2
14 Banting	22 1/2	25 1/2
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97 Banting	22 1/2	25 1/2
98 Banting	22 1/2	25 1/2
99 Banting	22 1/2	25 1/2
100 Banting	22 1/2	25 1/2

VESSELS EXPECTED.

THE AMERICAN MAIL.
The T.K.K. str. *Nippon Maru* sailed from Yokohama on the 31st ult., and is due to arrive at Hongkong on about the 8th inst.

The P.M. S.S. Co. str. *China* sailed from San Francisco on the 26th ultimo, en route to Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 22nd inst.

THE AUSTRALIAN MAIL.
The I.G.M. str. *Coblenz* left Sydney on the 29th ultimo, at 11 a.m., and may be expected here on or about the 20th inst.

THE CANADIAN MAIL.
The C.P.R. Co. str. *Empress of China* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 14th ultimo p.m.

THE GERMAN MAIL.
The I.G.M. str. *Prinz Ludwig*, carrying the German Mails with dates from Berlin of the 12th ult., left Colombo on the 29th ult. p.m., and may be expected here on or about the 9th inst.

THE INDIAN MAIL.
The Indo-China str. *Bokang* from Calcutta and the Straits left Singapore for Hongkong on the 26th ult., at 6 p.m., and is due here today.

The Indo-China str. *Laisan* left Calcutta for the Straits and Hongkong on the 25th ult., and is due here about the 11th inst.

MERCHANT STEAMERS.
The str. *Ischia* left Singapore for this port on the 28th ult., and may be expected here to-morrow.

The Olof Wijk & Co. str. *Yeddo* left Singapore on the 29th ultimo, and is expected here to-morrow.

The T.R.K. str. *Kiyo Maru* sailed from Moji on the 30th ultimo, and is due to arrive at Hongkong to-morrow.

The N.Y.K. str. *Awa Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 28th ult., and is expected here on the 6th inst.

The Barber Line str. *Salsola* left Singapore on the 31st ult., and is therefore due here on or about the 7th inst.

The O.S.K. str. *Panama Maru* left Tacoma for this port via Japan and Shanghai on the 8th ult., and is due here on or about the 10th inst.

The Mogul Line str. *Bremer* left United Kingdom on the 30th June for Hongkong via the Straits.

The T.K.K. str. *Buio Maru* sailed from Calcutta on the 25th ult., for Hongkong, and is due to arrive at Hongkong on about the 29th prox.

SHANGHAI SHARE QUOTATIONS.

On 28th July, 1911.

COMPANY.	PAID UP.	QUOTATION.
Hongkong & Shanghai	125	\$340, buyers
National of China	25	\$80, sales
Russo-Chinese	125	\$125, buyers
Union & Pacific	100	\$825, buyers
North-China	25	\$167, buyers
Yankee & Co.	25	\$210, buyers
Qanton	50	\$177, buyers
Hongkong Fire	50	\$925, buyers
China Fire	50	\$118, buyers
Shipping		
Indo-China (pref.)	25	\$14, buyers
Shell (pref.)	21	\$24.90
Trading (pref.)	21	\$211.00
Shanghai (pref.)	25	\$120, buyers
Kochin (pref.)	25	\$120, buyers
Indo-China (pref.)	25	\$14, buyers
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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA Capt. H. Powell	7 A.M. 3rd Aug.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DELHI Capt. H. S. Bradshaw	Noon 5th Aug.	See Special Advertisement.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SARDINIA Capt. C. C. Talbot, R.N.R.	About 10th Aug.	Freight and Passage.
LONDON AND ANTWERP VIA SINGAPORE, PE- NANG, COLOMBO, PORT SAID AND MARSEILLES	SYRIA Capt. R. A. Peters	About 10th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SUNDA Capt. H. G. Evans, R.N.R.	About 24th Aug.	Freight and Passage.

For Further Particulars apply to
E. A. HEWETT,
Superintendent.

Hongkong, 3rd August, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	On 3rd Aug. 4 P.M.
HOIHOW and HAIPHONG	"SUNGKANG"	On 4th Aug. 8 A.M.
SHANGHAI	"CHENAN"	On 5th Aug. 10 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 8th Aug. 4 P.M.
SHANGHAI	"LINAN"	On 10th Aug. 4 P.M.
WEILATEI, TIENTSIN	"KUEICHOW"	On 10th Aug. 4 P.M.
MANILA, ZAMBOANGA, THUR- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 17th Aug. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. The SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung. FARE, \$45 SINGLE and \$80 RETURN. For Freight or Passage apply to—
BUTTERFIELD & SWIRE, AGENTS. [10]

Hongkong, 3rd August, 1911.

HAMBURG-AMERIKA LINIE IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO.

MAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. ALESIA	9th Aug.
S.S. RHEINFELS	25th Aug.
S.S. SUEVIA	6th Sept.
S.S. BACHSEN	23rd Sept.
S.S. BAYERN	6th Oct.

For Further Particulars, apply to—

HOMEWARD.

For HAVRE and HAMBURG:	S.S. LIBERIA	7th Aug.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. REGOVIA	12th Aug.
For HAVRE, HAMBURG & ANTWERP:	S.S. SAXONIA	13th Aug.
For HAVRE and HAMBURG:	S.S. SILESIA	20th Aug.
For ROTTERDAM and HAMBURG:	S.S. BRISGAVIA	24th Aug.
For HAVRE, BREMEN and HAMBURG:	S.S. AMBRIA	1st Sept.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 3rd August, 1911.

DOUGLAS STEAMSHIP CO., LD. HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 4th Aug. at 1 P.M.
"HAICHUN"	Capt. J. S. Beach	TUESDAY, 8th Aug. at 1 P.M.
"HAICHUN"	Capt. A. H. Stewart	FRIDAY, 11th Aug. at 1 P.M.

During the Month of August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Fochow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 1st August, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	STEAMERS	TO SAIL
* MANILA	"YUENSANG"	Saturday, 5th Aug. 2 P.M.
* SHANGHAI VIA SWATOW & NINGPO-CHOYSANG	"CHOYSANG"	Sunday, 6th Aug. 1 P.M.
* TIENTSIN VIA SWATOW, WEI	"CHIPSHING"	Sunday, 6th Aug. 9 A.M.
* HAIWEI & CHEFOO	"FOOKSANG"	Tuesday, 8th Aug. 1 P.M.
* SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 8th Aug. Noon.
* SINGAPORE, PENANG & CALCUTTA	"LOONGSANG"	Saturday, 12th Aug. 2 P.M.
* MANILA	"MAUSANG"	Saturday, 19th Aug. Noon.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
* Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chefoo, Tientsin & Newchwang.
* Taking Cargo on through Bills of Lading to Kuda, Lahad, Dato, Simporna, Tawau, Uman, Jesselton and Labuan.
Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS. [15]

Hongkong, 3rd August, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting at San Francisco with the WESTERN PACIFIC RAILWAY

THE SAN FRANCISCO SCENIC ROUTE.

The Twin Screw Steamer

"NIPPON MARU" (CAPT. W. E. FILMER),

Will be detached from Hongkong on the 18th August Next, at Noon, via Shanghai and Nagasaki to KOBE, where Passengers and Cargo will be transhipped to the new and improved triple screw turbine steamer,

"SHINYO MARU" (CAPT. H. S. SMITH),

The latest addition to the Trans-Pacific Service, and sister ship of the S.S. "TENYO MARU" AND "CHIYO MARU."

This new turbine steamer is replete with every modern convenience - including a Palm Garden on the Bridge Deck - all staterooms are outside rooms.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	Tons	DATE OF SAILING.
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KIYO MARU ... 17,500 ... TUESDAY, 15th August, at Noon.

THE S.S. "KIYO MARU" will be detached from Hongkong via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL, on TUESDAY, 15th August, at Noon.

FARES FROM HONGKONG:

To LONDON	£71.0.0.
and Return 6 Months...	£120.0.0.
To VALPARAISO	Yen 570.00.

Through Tickets to all Principal Ports in U.S.A., Canada and Europe. SPECIAL RATES (First Class only) are granted to Officials of the Naval, Military, Diplomatic, Consular and Civil Services and Missionaries.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

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MAIL SERVICE TO AND FROM

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in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 16th Aug., 1911, at 9 A.M.

For Passage and Freight, apply to

P. THOMAS, M.M. Co.'s AGENT.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA	"TACOMA MARU"	6,178	WED'DAY, 9th Aug. at 11 A.M.
VIA KEELUNG, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"SEATTLE MARU"	6,182	WED'DAY, 9th Sept. at 11 A.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Oct. at 11 A.M.
VICTORIA, B.C. & TACOMA	"PANAMA MARU"	6,059	TUESDAY, 22nd Aug. at 11 A.M.
VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"MEXICO MARU"	6,064	SATURDAY, 16th Sept. at 11 A.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Oct. at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMUI VIA SWATOW and AMOY	"DALJIN MARU"	SUNDAY, 6th Aug. at 10 A.M.
ANPING VIA SWATOW and AMOY	"SOSHU MARU"	WED'DAY, 29th Aug. at 10 A.M.

During the month of August, Return Tickets to Fochow available Three Months will be issued at the Special Rates of—
1ST CLASS \$45.50 2ND CLASS \$29.90.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,
MANAGER

772-773]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	Tons.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	IYO MARU Capt. R. Takada, HIRANO MARU Capt. H. Fraser,	7,000 9,000	WED'DAY, 16th Aug. at Daylight WED'DAY, 30th Aug. at Daylight
VICTORIA, B.C. & SEATTLE	SADO MARU Capt. J. Richards,	7,000	SATURDAY, 12th Aug. from Koa
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	AWA MARU Capt. Iwasawa, INABA MARU Capt. S. Tomioka,	7,000 7,000	TUESDAY, 15th Aug. at 4 P.M. TUESDAY, 12th Sept. at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler, YAWATA MARU Capt. T. Sakino,	6,000 5,000	FRIDAY, 4th Aug. at Noon FRIDAY, 1st Sept. at Noon
KOBE and YOKOHAMA	TANGO MARU Capt. Kawara,	8,000	THURSDAY, 3rd Aug. at 11 A.M.
BOMBAY via SINGAPORE, and COLOMBO	WAKASA MARU Capt. N. Nielsen,	7,000	TUESDAY, 9th Aug.

† Calling at Djibouti.
§ Fitted with New System of Wireless Telegraphy. • Carries Deck Passengers. ‡ Cargo only.

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BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

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U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	Tons	SAILING DATES
* KOREA	18,000	FRIDAY, 11th Aug. at 1 P.M.
* SIBERIA	18,000	FRIDAY, 26th Aug. at 1 P.M.
* MANCHURIA	27,000	FRIDAY, 30th Sept. at 1 P.M.
* MONGOLIA	27,000	SATURDAY, 30th Sept. at 1 P.M.
* KOREA	18,000	SATURDAY, 23rd Oct. at 1 P.M.
* SIBERIA	18,000	FRIDAY, 10th Nov. at 1 P.M.
* MANCHURIA	27,000	SATURDAY, 25th Nov. at 1 P.M.
* MONGOLIA	27,000	SATURDAY, 16th Dec. at 1 P.M.

* Twin Screw.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on FRIDAY, 11th August, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Ports: Officials of any European Naval, Military, Diplomacy, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Ports: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA 9,000 Tons FRIDAY, 4th Aug. at 11 A.M.
CHINA 10,200 Tons FRIDAY, 1st Sept. at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 4th August, at 11 A.M.

On the Fine MAIL Steamers, CHINA and PERSIA First Class.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £43.

HONGKONG to SAN FRANCISCO via New York " " £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports

For further information as to Passage and Freight, apply to the Agency of the Companies

King's Building (opposite Blake Pier).

FRED J. HALTON, AGENT. [48]

STEAMERS PASSED THE CANAL.

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June 27th—Ambria, Letyanaz, Carmarthen-shire, Hirono Maru, Helms, Nookar, 30th—Plebe, Gocora, July 4th—Bendover, Glenvarret, Sumatra, 7th—Salamo, Tourane, Afghan, 11th—Himalaya, Hyson, Moyne, Opack, Tanyo Maru, Aleia, Vorazeta, 14th—Brazmar, Kan-luck, Myrmidon, Peshawar, Sardinia, 18th—Benglo, Nile, Prinz Ludwig, Welsh Prince, 21st—Idomenus, Kamo Maru, Polymeston, 24th—Glenesh, Loretos, 28th—Bachan, Scandis, Sunda, Indra, Rhinfele, August 1st—Antiochia, Benmore, Eudora, Ceylon, Dacre Castle, Brest, Simons, Noleus.

ARRIVALS AT HOME.

July 28th—Atlanta Maru, China, Kawachi Maru, Monmouthshire, Muncester Castle, Prinz Eitel Friedrich.

ON SALE.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR

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FROM 1st JANUARY, 1864 TO 31st DECEMBER 1913 BEING WORK OF THE 1st YEAR OF THE 75th CYCLE TO THE 50th YEAR OF THE 75th CYCLE.

PRICE \$2 CASH.

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The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

HONGKONG; 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 28th July, 1911

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Hongkong, 23rd July, 1911.

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TELEPHONE 358. TELEGRAPHIC ADDRESS: "MARINEWORK."

[5.]

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